

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 55, Issue 5

**We make flying FUN!**

May 2008

## 'Skychick' to relate air camping adventures



Laugh and learn at our monthly meeting on May 18 as Ramona Cox, aka Skychick, shares the joys and trials of backcountry air-camping for four months in her Cessna TU206 .

Packing an inflatable kayak, motorized bicycle, solar-powered mobile office and SAT phone, she dodges moose and bear while exploring pristine wilderness, historic towns and secret "hot spring water-

falls." Enjoy hundreds of superb photos and video clips, including approaches into challenging backcountry airstrips. With 20-plus years of flying, Ramona's adventurous lifestyle has been featured on America Online, in *Flying Magazine*, *General Aviation News*, *The Pacific Flyer* and numerous other publications. View a sneak peek of her adventures on her homepage slideshow at: [www.skychick.com](http://www.skychick.com).

Ramona grew up in an aviation family, with her father and brother both being pilots. They had both stopped flying, however, by the time she began taking lessons after being offered a ride in a Vari-Eze. She relates the adventure on her website:

"I eyed his little machine, which looked like something out of a Star Wars movie, and hopped into my seat. Once airborne, he let me take the stick and feel the sensation of piloting my own aircraft. To this day, I highly prefer a stick to a yolk. He did some rolls and loops which I absolutely loved. (I later found out that I was his first aerobatic passenger. He probably figured that at 97 pounds, I was a good guinea pig). Looking out of the Long Easy's clear canopy, I felt like a bird and was instantly hooked. The following week I signed up for ground school at UCLA and was soon flying a 152 (which I found to be quite BORING compared to my friend's little pocket rocket Long Easy).

*(Continued on Page 10)*

## **Flabobians treated to documentary preview**

Those who attended the First Friday Flicks on May 2nd were treated to an advance 30-minute viewing of an upcoming feature documentary on the life and times of the immortal Pancho Barnes.

The film's producer, Nicholas Spark, and director, Amanda Pope, were on hand to present the "rough cut" documentary's preview and to answer questions from the audience, which seemed to greatly appreciate what they had seen.

The project grew from an idea Spark had when he was



writing for *Wings* magazine. He told the magazine's editor he'd like to do a story on Pancho Barnes, but the editor wasn't exactly thrilled with the idea. "There's nothing new to be said about Pancho," he told Spark.

Spark took that statement as a challenge, and went off in search of new information about the famed aviatrix. He heard of a guy who lived up around Lancaster who seemed to have a lot of Pancho Barnes stuff. After some phone calls, he was invited to the guy's house in the high desert.

*(Continued on Page 4)*

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### Ad Rates

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**May Young Eagles  
Rally will fly  
Sickle-cell kids**

# Calendar



### May 2008

**2nd -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.  
**10th -- Young Eagles Rally**  
Chapter One Hangar - 8 a.m.  
**11th -- Mother's Day (no meeting)**  
**17th -- Design Group Meeting**  
Chapter One Hangar - 10 a.m.  
**18th -- Chapter Meeting** Chapter One  
Hangar - noon  
**18th -- Board Meeting**  
Chapter One Hangar - 3 p.m.

### June 2008

**6th -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.  
**7th -- Young Eagles Rally**  
Chapter One Hangar - 8 a.m.  
**8th -- Chapter Meeting**  
Chapter One Hangar - noon  
**8th -- Board Meeting**  
Chapter One Hangar - 3 p.m.  
**15th -- Father's Day**  
**21st -- Design Group Meeting**

### July 2008

**4th -- Chapter One picnic/meeting**  
Chapter One Hangar  
**12th -- Young Eagles Rally**  
Chapter One Hangar - 8 a.m.  
**19th -- Design Group Meeting**  
Chapter One Hangar - 10 a.m.  
**27th- Aug. 2nd -- EAA AirVenture**  
Oshkosh

# Pietenpols gather again at Flabob

For the second time, the Pietenpol Gathering was held at Flabob on April 25th to 27th. For the second time, the same airplanes and pilots showed up for a weekend of Piet talk and fun. And for the second time, our own Jim Pyle, prospective Pietenpol pilot, played host as the small gathering utilized the facilities of Chapter One.

The four homebuilts screamed into Flabob on Friday afternoon and departed at the crack of dawn Sunday morning to avoid the daily winds. Jim reports that all the attendees made it home safely.

This was the 13th Annual Pietenpol Gathering, which was held at Flabob for the first time last year. And, as with any Chapter One-associated fly-in event, the winds came to play and greatly curtailed the group's flying activities on Saturday.

The participants gathered on Friday afternoon and sat up camp outside the Chapter One hangar. That night, they took Jim's advice and went to the Raxx restaurant in downtown Riverside for a barbeque meal.

On Saturday, the pilots did a little flying, until the wind kicked up too much. Jim reports that several Flabobians got rides in the Piets, and they "came back with big smiles on their faces." After that, it was socializing and relaxing until the evening meal.

"We had a feast on Saturday night in the Chapter One hangar," Jim said. "There were approximately 16 people in attendance, and the feast included barbeque country pork ribs, tri-tip, and 'secret sauce chili' with beans and meat. It was delicious!"

Jim Kern came and "cooked and cleaned and did a nice job." The group has reserved the same weekend next year for their gathering, where they expect a few more "new" Pietenpols which will soon be completed.





# Corvair engine forum at French Valley

French Valley EAA Chapter 1279 will be hosting a Fly-In and Corvair Engine Forum on Saturday, May 17 at the French Valley Airport presented by *Contact! Magazine* editor and publisher Pat Panzera.

Fly your experimental or classic airplane in and join us for the day. Come spend a day at the beautiful French Valley Airport (F70). Plenty of ramp space for parking. Activities scheduled throughout the day. Look for the EAA information booth in front of the terminal building for activity locations. Come join us for lots of fun, food, and camaraderie.

8:00 -11:00am -- Corvair engine assembly.

EAA Chapter 1279 members will be assembling the Corvair engine that will power their Pietenpol Air Camper. Visitors are welcome. If you are considering a Corvair engine for your project, this is a great opportunity to observe the assembly process first hand.

11:00am -1:00pm -- BBQ.

There will be hot dogs and hamburgers on the grill along with chips and sodas and other goodies. Corvair Engine Forum -- Corvair engine demonstration.

Pat will have with him his Corvair engine test bed. Along with a discussion of the Corvair engine as a viable and affordable alternative for use in your experimental aircraft, he will fire up his own Corvair engine as a demonstration of its power and smooth operation. Pat has loads of experience with Corvair engines and many other alternative power sources. Get answers to your questions from an expert.

## STINSON VOLUNTEER NEEDED

Jan Buttermore of the Stinson Project has been spending each Saturday morning from 8 a.m. to noon helping the kids build a Stinson 108-3. We have usually about eight kids that show up for the Saturday project and Jan is requesting an adult volunteer to help with the project. It would be extremely helpful if the volunteer has some aviation background, an A & P would be wonderful. If you are interested in being a part of a great rewarding activity please call Jan Buttermore at (951) 318-5215.

## **Pancho Barnes documentary preview** *(Continued from Page 1)*

When he got there, the guy brought out a banker's box filled with Barnes memorabilia.

"The first thing he pulled out was Pancho Barnes' pilot's license, signed by Orville Wright," Spark said. "Then he pulled out a photo of Pancho with her arm around Jimmy Doolittle. Then a photo of Pancho and Amelia Earhart. In the bottom of the box was the guest register of Pancho's famous Happy Bottom Riding Club.

"The first thing in there, in this cursive signature, it says, 'Pancho's Place—where anything can happen and usually does.' And it's signed by Slick Goodwin, who was the first pilot of the Bell X-1."

Spark was delighted with the find, and thought he had everything he needed to write an article with new material on Pancho Barnes. He thanked his new contact profusely. "Well," the man said, "if you have any extra time, I have 92 other boxes like this..."

That was when this project came into being. Spark and Amanda spent about three months going through the massive amount of Barnes' possessions, and they found a wealth of information including personal correspondence and Pancho's unfinished autobiography. "We were finally able to tell her story in a little bit bigger way, and can put some of it in her own words," Spark said.

The film includes a lot of archival footage of Pancho in old films and newsreels. It is being produced in affiliation with KOCE-TV, the Orange County PBS station, and is being funded by private donations. They are currently searching for donations to enable them to finish the film, which will be aired on KOCE, and probably on PBS nationally. Spark also plans on showing it at film festivals and at special events, and plans to "somewhere down the line" release an extended version on DVD.

## We honor the ladies of flight

# First lady to fly 'round-the-world

Born in 1925, Jerrie Mock lived through the Great Depression, World War II, the Cold War, and many other things. After having had several jobs, Geraldine (Jerrie) Mock, née Fredritz became manager of the Columbus Airport (Ohio). She had married Russell Mock in 1945 and they had 3 children. In 1962 Jerrie complained to her husband of having nothing interesting to occupy her, she wanted to go somewhere; she had already learnt to fly. Almost as a joke Russell replied "Why don't you fly around the world?" Jerrie took him at his word, and after studying an atlas, she commenced to organize her flight in earnest. She discovered that only men had flown around the world and that there were no such records made by females. With only 500 flying hours at this time, she proceeded to obtain an instrument rating to enable her to fly in all weather conditions (IFR). By the time she was ready, she had clocked 750 hours.

Jerrie used a 1953 Cessna 180, registered N1538C, and christened "The Spirit of Columbus." The aircraft was jointly owned by Jerrie and her husband, along with a friend. It was a high wing machine with conventional landing gear (tail wheel). Two ferry tanks were fitted in the cabin, bringing the total fuel on board to 178 gallons, giving her an endurance of 25 hours and a range of 2400 Nautical Miles. An HF radio set was fitted for longer range radio communications. The engine, donated by the firm Continental, had been custom built, tested, dismantled, reassembled and tested again four times.

As Jerrie prepared for her flight, she heard of another woman pilot, Joan Merriam Smith, who was also planning to fly solo around the world. Joan planned to retrace Amelia Earhart's ill fated flight. Jerrie Mock was the first of the two women to register her intentions to fly solo around the world with the NAA (representing the FAI in the US). Rules of the FAI stipulate that only one pilot at a time can apply to make an attempt to set the same record. Although the two women pilots insisted they were not racing against one another, Russell Mock pushed his wife to fly faster, not wanting her to be caught by Smith who had dreamt of being the first woman to fly solo around the world, and to finish, where Amelia Earhart had failed.

She left Columbus on March 19, 1964. Her flight was not without incident, as her HF radio failed to work, and a strong cross wind at Kindley Air Base in Bermuda proved very difficult. At night, on March 26th, Jerrie took off for Santa Maria in the Azores. She had to make an instrument landing. On the 28th, she was on her way to Casablanca in Morocco, and had to fight a lot of icing. Jerrie's aircraft developed problems with the brakes and the tail wheel

Jerrie landed in Bône in Algeria on March 30th. On the 31st, when Jerrie had hoped to have made it to Cairo, she reached Tripoli in Libya. She was on her way again on April 1st, but unfortunately Jerrie landed at a 'secret' military airport at Inshaas by mistake, instead of at Cairo. After two hours of interrogation, she was finally permitted to continue on to Cairo.

The following day, Jerrie visited the pyramids, and had a camel ride. She left Cairo for Dhahran on April 3rd and for Karachi in Pakistan on the 4th. On the 5th, Mock reached India, and although her husband wanted her to fly on to Calcutta, Jerrie preferred to stop in Delhi. She was in Calcutta on the 6th, Bangkok, Thailand on the 7th, and on April 8th, Mock crossed the Sea on her way to Manila in the Philippines. *(Continued on Page 6)*



# Hap Arnold's Sonoma ranch for sale

The Sonoma California home of Henry Harley "Hap" Arnold, who commanded the U.S. Army Air Forces in World War II, has gone on the market for \$2,65 million.

Gen Arnold and his wife, Eleanor built the 2000 square foot house, named El Rancho Feliz (the happy ranch), in the 1940's and moved there following his retirement from the service in 1946. It's where he wrote his 1949 Memoir, *Global Mission*. Winning World War II cost Hap four heart attacks. He died in Sonoma in 1950 of the fifth one at age 63.

Robert Arnold, the general's grandson, now owns the 35 acre property, which he converted from a cattle

ranch to a vineyard with Cabernet Sauvignon and Cabernet Franc. He restored the house with radiant floor heating and new windows. The house has redwood ceilings, a wood burning fireplace and views of the Sonoma Valley.

General Arnold, whom Orville Wright taught to fly in 1911, was key to the Allied Victory. At one time he was the commanding officer of March Air Force Base in Riverside. and was largely responsible for bringing Hollywood stars to perform at March. This effort led to the incredible world wide performances of Hollywood stars in the USO of World War II.

## **First female round-the-world** *(Continued from Page5)*

At last Jerrie was able to have the brakes repaired. Her husband was still trying to get her to go faster, but she was tired and badly in need of a rest. Jerrie landed on Guam Island on the 11th April and on Wake Island on the 12th. These islands are American territories. On the 13th April, Jerrie took off for Hawaii, crossing the International Date Line on the way, and thus arriving in Hawaii on the same date. Then came the long leg from Hawaii to California, where she landed at Oakland after a leg of more than 2,400 miles and a flight of more than 18 hours. Her husband, who had lost 18 pounds since the beginning of the flight, was there to greet her, along with journalists, television cameras and a huge crowd.

Jerrie finally arrived home in Columbus on April 17th, after stops in Tucson, Arizona; El Paso in Texas; and Bowling Green in Kentucky. President L.B. Johnson awarded her the Gold Medal of the FAA, and many other countries awarded her medals and decorations. The FAI presented her with the prestigious Louis Blériot Silver Medal.

Jerrie was interviewed by radio and television stations from all over the world and in one such interview, when asked "Why did you do it?" she answered "I did it to give confidence to the little pilot, who is being left in the jet stream of the space age."

Jerrie Mock had covered 22,858 miles in 30 days, and had flown 158 flying hours. She set two official records with the FAI: Feminine record,

speed around the world and Speed around the world. She also set 5 unofficial records: First woman to fly solo entirely around the world; First woman to fly from the US to Africa via the North Atlantic; First woman to fly across the Pacific in a single engine aircraft; First woman to fly the Pacific from west to east' First woman to fly both the Atlantic and the Pacific.

Geraldine Mock did not fly N1538C again, as the Cessna Company gave her another Cessna in exchange for the Spirit of Columbus which was then put on display in their factory in Wichita, before being given to the Smithsonian Museum in Washington. Jerrie continued to fly her new Cessna, a P206, N155JM, in which she set many speed and endurance records, all the way to Puerto Rico, and Rabaul in New Britain.







# Firecracker comes home to Flabob

*The Schoenfeldt Firecracker came home to roost at Flabob on April 21st, flown by Maj. Gen. Pat Halloran. Pat flew the beautiful replica racer to Sun 'N Fun in Florida, and, after a week there, flew it the 2,000 miles to Flabob Airport. At least that was the plan. Pat gave us a terrific fly-over, but it was too windy to land and the video camera had gotten covered with oil and wasn't providing forward visibility needed for landing, so Pat flew her into Riverside Municipal Airport on Friday April 18. He brought the bright yellow racer to the Wathen hangar bright and early Monday morning. Following is the history of this aircraft, written by the man with the most hours in the cockpit.*

**By Maj. Gen. Patrick J. Halloran, USAF Ret.**

During the 1980s, in Riverside, California, Stan Rackleff, a retired gentleman and local airport regular, was a member of the Experimental Aircraft Association (EAA) Chapter One located on Flabob Airport. He didn't do much flying, but loved the challenge of building the experimental planes that EAA was known for. After years of research he finally had gathered enough raw data to take on the task of building a replica of the famous Firecracker. With the guidance and assistance of such local stalwarts as Ed Marquardt and Bill Hill the project was begun. Stan was a big man and would never have fit in the tiny cockpit of the Firecracker, but just trying to build it and recapture a forgotten page of history was satisfaction enough for him.

Progress was slow, but that was the normal pace at Flabob, a mecca of designers and builders of old and new classic and experimental planes. Unfortunately, Stan's heart gave out before his billfold did, and the project started to gather dust in the corner of an old wooden hangar.

Enter Tom Wathen, a wealthy entrepreneur, former Air Force officer, private pilot, and a man with a desire to recreate some of those wonderful lost aircraft from the "golden age" of air racing. Some of his projects, such as the beautiful 1934 twin-engined British deHavilland *Comet* and Roscoe Turner's brute force *Meteor*, were already flying or under construction.

To preserve the classic grass roots aviation environment of Flabob, whose owners were contemplating selling to a developer, Tom came to the rescue by simply buying the entire airport. I was a good friend of Tom's and had been the lead pilot on his *Comet* aircraft, flying it around the airshow circuits for almost ten

*(Continued on Page 8)*

# Firecracker comes to Flabob (Continued from Page 7)

years. Seeing those Firecracker pieces in one of his hangars, he asked me if I could take the project to Colorado and find someone who could finish it. Don't throw me in that briar patch!

In 1998 I arranged to haul two big loads of Firecracker pieces and parts along with at least three old partially complete Ranger engines to Meadow Lake airport in Colorado Springs, where I kept my own Lancair aircraft. Six-cylinder Menasco Buccaneer engines were history, so the inverted 440 cu. in. six-cylinder Ranger filled the bill nicely and was almost exactly the same size, though with lower horsepower.

I had persuaded the father-and-son team of Bruce and Evan McCombs at Meadow Lake to take on the project and finish this great piece of racing history. It was slow work as some partially completed structures had to be redone to meet the high standards of the McCombs.

The engine components were meticulously inspected, refurbished as needed, and reassembled into a beautiful finished product that ran like a sewing machine and looked like a crown jewel. Major construction was still required on the basic airframe and continued research was necessary to determine details of the original aircraft design, as there were no legitimate plans for the plane. It took years of effort, squeezed into and around their normal heavy business of aircraft maintenance and repair for a large existing customer base.

Finally, the big day arrived when the beautifully finished piece of history, resplendent in its original yellow paint scheme and with the big racing number 70 emblazoned on its sides, was rolled out the hangar door in preparation for its first flight. For nearly eight years I'd been like an expectant father watching this project come to fruition. I'd been dreaming of making this first flight, but it was not to be.

A few days before it was to happen I had a pain in my chest followed by a very inconvenient heart bypass. A good friend of mine, Les Tugaw, a highly qualified pilot from California, did the first flights while I sucked on oxygen, held that Memorial Hospital heart pillow tightly against my chest, and watched. Bummer!

With my personal systems back on schedule and all squared up with FAA, I began taking my turn in the cockpit, and what a thrill it was. They didn't design planes in the 1930s like they do now, and this pony wanted to do lots of things in the air that I wasn't agreeing with. Just keeping the pointy end forward was a full-time task, and keeping the ball in the middle...forget it.

Even making that left turn on base/final took a little RIGHT rudder to be coordinated. That's an uncomfortable control input! The reason? They didn't bother to design a respectable sized tail for conventional flying s the racing crowd is only concerned with "go fast, turn lert." Less stability margin means more speed (to a point) and more agility around the pylons. It's a handful to fly, but a very satisfying challenge.

The visibility from the cockpit is non existent, so takeoff and landing give about as much excitement as a man cares to enjoy. The runway at Meadow Lake is only 60 feet wide, and you never see a landing area from the cockpit until the plane is just inches above the ground. You just hope that ground is covered with asphalt. It was a real pleasure to shoot landings at Pueblo or Springs Municipal where the nice wide runways allowed an identifying peek before impact. Knowing that the runway back at historic Flabob, where I was to eventually bring the plane, was only 50 feet wide, I procrastinated on making such a delivery as I eventually built my time in the machine to 60 hours. That's probably more time than anyone else ever had. I finally hit upon what I hoped would be a solution. I installed a tiny "lipstick" video camera in a fairing under the nose of the plane and a small 4x6 inch video screen on the glare shield. Might as well have something useful up there as you can't see anything out the windshield anyway. Eureka...there was a runway out there after all. It was really great for taxiing with no need for S-turns, but on final approach was where it really paid off. The comfort factor went way up! Now I thought I was ready for that 50-footer at Flabob.

But first it was time to take this truly beautiful product of the McCombs' talents to Oshkosh for its first public showing. It was bound to be a trophy winner and those involved were excited as the time for the annual world's biggest aviation show approached. As I prepared to leave for Wisconsin in a week's time I suddenly felt an annoying pressure in my chest. NOT AGAIN! Well, the gods didn't require any actual repairs, but the need for tests put me back with my friends in Memorial for a few days. It was obvious that my time in the Firecracker was over for a while, so another pilot was called upon to make the delivery to Oshkosh.



# HOT AIR BALLOON GROUND CREW

## The course covers:

- History of Hot Air Ballooning
- Balloon operations: preflight, launch, chase, deflation and pickup
- Balloon "race" competition
- Radio communications
- Tether operations
- Study of aeronautical charts
- Safety considerations
- Hands-on instruction at Flabob Airport

**May 13th** – 5:30 to 8:pm – Classroom

**May 15th** – 5:30 to 8:pm – Classroom

**May 17th** – 7 to 9:30 am – Balloon Flight (weather permitting)

Enrollment is limited to 20 persons.

**Tuition: \$30 per person, \$50 per couple.**

Includes a manual and other materials

## Pre-registration is required; call

**Kathy Rohm** at 951-683-2309, Extension 104.

Participants must be in good physical condition. California driver's license preferred but not required.



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For further information, call  
**Kathy Rohm** at 951-683-2309, Ext.  
104., or e-mail [Kathy@flabob.org](mailto:Kathy@flabob.org)

# May meeting to feature women fliers *(Continued from Page 1)*

While taking lessons, I was often teased about the big pillows that I brought to the airport which enabled me to see over the panel and reach the rudder pedals. Pilots would teasingly ask, 'Ramona, are you going to FLY or take a nap?' I still have a soft spot in my heart for the Long EZ and have great admiration for Burt Rutan and his revolutionary designs.

"That first flight was 18+ years ago. Since then, I have been fortunate to enjoy many types of flying including formation flying in a T-34 Mentor. Although I loved formation flying, the hauling capabilities of the Cessna Stationaire TU-206 which I now fly fits my adventure needs. I may be packing water skis, snow skis, one or two bikes, a kayak, fishing gear, a condo-sized tent, inflatable bed, and lots of camping gear. It is the perfect airplane for air-camping of which I have explored many back-country airstrips throughout the western US. Using mobile technology, I am able to run my internet company and virtual office seamlessly from remote locations."

Ramona is passionate about sports. Besides flying, she enjoys hiking, biking, roller blading, scuba diving, snow and water skiing, rock climbing, racquetball, fishing, boogie boarding, etc. She spends as much time as possible traveling,

Join us for on May 18 for our Chapter Meeting In addition to Skychick's presentation, Gotta Fly Aviation will be celebrating "May Ladies Day" at the May 18th meeting by honoring Gotta Fly Woman pilots and by sharing a few moments with current women students regarding their aviation experiences. Their enthusiasm is contagious and their additional support of general aviation will come in handy.



## Good for the soul...

After a particularly rough landing during thunderstorms in Ontario, a flight attendant on a West Jet flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

From a West Jet Airlines employee: "Welcome aboard West Jet Flight 245 to Calgary. To operate your seat belt, insert the metal tab into the buckle, and

pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

"Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than West Jet Airlines."

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# 70 Young Eagles flown in April Rally

Again, great weather and thirteen of Flabob's fabulous, friendly, flying fraternity made April 12 a day to be remembered for 70 excited youth. As per usual, Tiffany Felton conducted the mini ground school and Chris Felton did the preflight inspection instruction. John Durant and Al Gester did the additional instruction to enable the boy scouts to earn their aviation merit badge.

Ordinarily, Greg Younge helps Brian Blasjo with the computer data entry and the Young Eagle Certificates. Greg was unable to be there, but Carol Meredith gladly helped out with this unseen but very important job. These are just a few of the many people who make up this great cast of "worker bees." Thanks to everyone who did their part in making the flight rally run so smoothly.

### Pilots Who Flew:

David Belford	J-3
David Browning	Champion
David Cheney	C 180
Larry Conley	Ercoupe
Jerry Cortez	C 150
Dave Cudney	Cherokee 180
Barry Duble	Cherokee 235

Barry Kennedy	C 172 TD
Gerald Perry	C 150
George Pruitte	C 210 B
Patricia Russell	Vans RV 6 A
Walter Wasowski	C 172
Loreen Wynja	C 172

- Wes Blasjo, Young Eagle Coordinator

## Remember -- June YE Rally on 1st Saturday of month

This is a "business card" which is handed out by an FAA inspector in Pennsylvania. Nice to see some of them have a sense of humor.



## Flying Tigers Ace passes away in Fallbrook

American Volunteer Group ace and Flying Tiger Line co-founder Dick Rossi passed away early morning on Thursday, April 17th. His 93rd birthday would have been Saturday April 19th. Funeral Services were held Saturday, May 3, at Zion Lutheran Church in Fallbrook. Cards of remembrances may be sent to: The Family of Dick Rossi 3038 E. Mission Road Fallbrook, CA 92028



***Avtek***  
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\$50.00 is donated to Chapter One for each member that uses Avtek for a homebuilt aircraft inspection.

Thanks, Doc!



*EAA Chapter One*

# *Membership Meeting*

Brick  
Purchases  
Benefit  
The Building  
Fund

Lunch will be  
provided!!

Bring your favorite  
salad or dessert  
dish!!

*May 18, 2008*  
*at noon*

Join us at the Chapter One Hangar for an  
afternoon of fellowship & fun!!

***SEE YOU THERE!***

Flabob Airport (RIR)

4130 Mennes

Riverside (Rubidoux), CA

**FOR MORE INFORMATION CALL:**

(951) 682-6236

Check our website at [www.eeach1.org](http://www.eeach1.org)



EAA Chapter One  
Flabob Airport  
P. O. Box 3667  
Riverside, CA 92519

We Make Flying FUN!!